

**REMARKS**

Applicants have considered the Final Office Action dated August 22, 2006 and the references cited therein. Applicants provide this response along with a Request For Continued Examination in a sincere effort to place the application in condition for allowance. Accordingly, reconsideration is respectfully requested.

In the Office Action, claims 1-7 and 9-12 have been rejected under 35 U.S.C. §102(b) as being anticipated by U.S. Patent No. 6,169,338 to Stoll (“Stoll”). The Examiner contends that Stoll teaches a pneumatic arrangement comprising a plurality of servicing modules for the preparation of compressed air which are arranged on a common bus. The Examiner further contends that Stoll discloses a control module which is connected with the bus system. The Examiner also assents that Stoll teaches an arrangement of valves, e.g. items 20 and 51, associated with each module which is connected to the common bus system.

Applicants respectfully traverse the rejection of independent claims 1 and 12, as amended.

Applicants wish to thank the Examiner for the courtesies extended to Applicants' representative during a telephone interview conducted on November 2, 2006. During the interview, proposed amendments to independent claims 1 and 12 were discussed. Claims 1 and 12 have been amended herein to substantially correspond to the amendments discussed during the interview.

During the interview, Applicants' representative noted that Stoll is directed to a compressed air servicing unit including a plurality of air servicing modules including, for example, pressure controllers, filters, soft start module, and oilers, Column 4, lines 13-34. In column 3, lines 12-25, Stoll teaches that actuators, such as valves and/or heating means or pressure or rate of flow means, are part of the modules.

With regard to the present invention, the pneumatic arrangement includes a plurality of servicing modules on a common bus for the preparation of compressed air. In addition to the servicing modules, the pneumatic arrangement includes a valve arrangement having a plurality of valves connected with the common bus system. Unlike the actuators of Stoll, the valves are not positioned within, and do not form a part of, the servicing modules.

During the interview, agreement was reached that the proposed amended claims distinguish over the Stoll reference. Accordingly, Applicants respectfully submit that claims 1 and 12 as amended, and those claims depending therefrom, patentably distinguish over the references of record.

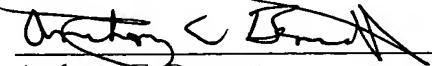
Applicants note that Claim 9 has been amended to address a formality issue.

As a result of the amendments and remarks set forth above, Applicants respectfully request reconsideration of amended claims 1, 9 and 12, and allowance of the application with claims 1-12.

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If the Examiner believes that a telephone interview would be helpful in moving this case towards allowance, he is respectfully invited to contact the Applicants' attorney at the number set forth below.

Respectfully submitted,

  
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